

still be usable by MSS outside Region 2 and will provide additional spectrum for coordination between different global MSS systems.

We also noted in our Comments that Celsat has indicated that its planned MSS system may be able to share spectrum with PCS on a co-primary basis. Celsat's proposal is to be considered by the Commission in the context of the domestic MSS allocation proceeding in ET Docket No. 95-18. Thus, the very issue of authorizing satellite operations in conjunction with terrestrial PCS, on either a primary or secondary basis, has not yet been resolved by the Commission.

For all of these reasons, and the likelihood that any new MSS allocations may not be acted upon until WRC-97, we believe it would be premature for the United States to propose at WRC-95 to eliminate the primary status of the 1970-1985 MHz bands.

D. Generic MSS Allocations at L-Band

Not surprisingly, the Comments of all of the Big LEO MSS system proponents reflect support for the Commission's proposal to advocate the provision of "generic" MSS allocations -- those that do not discriminate between maritime, aeronautical or land-mobile MSS -- within the L-Band at 1525-1559 MHz and 1626.6-1660.5 MHz. See Comments of TRW at 9; Comments of AMSC at 5-6; Comments of Loral at 30; Comments of Iridium at 9-10; Comments of Constellation at 8-9.

As we have indicated previously, CMC regards the "generic MSS" proposal as a secondary issue that should not take up undue time at WRC-95. Similar proposals were rejected at WARC-92 and we are aware of no new circumstances which would win support for this proposal at WRC-95. Generally, those countries which desired to implement generic

MSS have gone ahead and done so through appropriate national footnotes. Moreover, we note that even the MSS interests which support the proposal acknowledge that the change is not essential for MSS systems to be able to use the L-Band. See Comments of Iridium at 10.

From CMC's perspective, the adoption of generic MSS allocations would likely result in a significant increase in coordination pressure on global MSS operators which provide worldwide aeronautical and maritime (including safety) services. The proposal also is likely to have a negative impact on regional MSS operations at L-Band which offer primarily land mobile services. Because of these concerns, and the fact that worldwide generic allocations already exist in the 1.6/2.4 GHz, 2 GHz and 2.5/2.6 GHz bands, we see no benefit to extending the generic MSS allocation to the 1525-1559 MHz/1626.5-1660.5 MHz portion of the L-Band.

CMC agrees with AMSC's comments regarding the application of RR 726C to the 1525-1530 MHz band. See Comments of AMSC at 14-15. We believe that there probably was an administrative error by the ITU Secretariat when Footnote 726C was devised, which granted "generic" MSS within the 1530-1544 MHz and 1626.5-1645.5 MHz bands for Argentina, Australia, Brazil, Canada, the United States, Malaysia and Mexico. Since the 1626.5-1631.5 MHz uplink band is paired with the 1525-1530 MHz downlink band, AMSC's interpretation that the global maritime distress and safety ("GMDSS") provisions should also extend to the 1525-1530 MHz band appears to be correct. CMC notes that the generic MSS allocation for ITU Regions 2 and 3, in the uplink

direction within 1626.5-1631.5 MHz contains Footnote 726C. Therefore, logically, the same Footnote 726C should have appeared in the 1525-1530 MHz downlink allocations for Regions 2 and 3, in the Article 7 Table of Frequency Allocations. Whatever the solution, CMC believes that GMDSS should continue to retain priority in the lower L-band at 1626.5-1645.5 MHz/1525-1544 MHz.

Consequently, CMC disagrees with Iridium's reading of the ITU Radio Regulations, in which they call for cancellation of the GMDSS provision of Footnote 726C within the 1626.5-1631.5 MHz band. See Comments of Iridium, at 10-13. CMC believes our commitment, and that of Inmarsat, in providing backbone services to the GMDSS continues to be compelling. Thus, the above-mentioned bands should not be made available for wholesale use by Big LEO MSS systems which have no obligation, as we do, to guarantee all-weather, congestion-free maritime communications to ships at sea, throughout the world.

V. CONCLUSION

For the foregoing reasons, CMC requests that the Commission adopt the proposals and recommendations advanced in CMC's Comments on the WRC-95 Second NOI and those contained in the instant Reply.

Respectfully Submitted,

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April 14, 1995

CERTIFICATE OF SERVICE

I, Pamela L. Sonnevile, hereby certify that the foregoing "Reply of COMSAT Mobile Communications" was served by first-class mail, postage prepaid, this 14th day of April, 1995, on the following persons:

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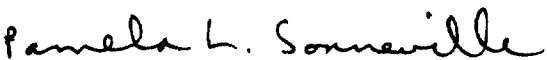
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